

far there is none to contradict him. But Major Peuchen, testifying as to what came under his own observation, swears that the quartermaster in charge of the lifeboat in which he was ordered the rowing stopped in order to listen to a command from the ship, explained that it was a command to return and take on others, but disregarded that command and the pleading of the women and scuttled away, like the others, to a distance believed to be remote at least from immediate danger, abandoning shipmates and passengers to their fate.

And when morning came no bodies were to be seen. Life preservers, presumptively amply capable of floating the heaviest body until it should fall apart, had failed in the few short hours between the sinking of the ship and dawn, and all that remained of the Titanic's safety appliances was a mass of broken cork. Another General Slocum disaster, but on a larger scale.

FACTS BROUGHT OUT FROM WITNESSES.

Three witnesses were examined to-day, one, Major Peuchen, completing his story and being excused, he having come from beyond the jurisdiction of the committee, at its request, to aid the investigation. Herbert John Pitman, third officer, gave his direct testimony, and was excused, subject to recall. Frank Fleet, one of the Titanic's lookouts when the collision occurred, was subjected to a short examination, and will be called again.

The afternoon session was devoted to hearing Major Peuchen, who told a connected and graphic story of the disaster. He said there was little excitement immediately after the collision; that he heard no general alarm; that, in fact, he had been told that two young women who occupied a room next to Mrs. John J. Astor were awakened only by accident. The door between their room and Mrs. Astor's room being open, and she being much excited, they were aroused by her.

Major Peuchen was in evening dress, but returned to his stateroom and changed to heavy clothing when he had learned from a friend that the order to fill the lifeboats had been given. On going to the boat deck he was impressed by the lack of sailors, and was himself asked to "lend a hand" in taking masts and sails from the lifeboats.

Then, the major said, there was a call for women. He saw one boat lowered with probably twenty-six or twenty-seven persons in it.

"I never saw such perfect order," he said. "The discipline was splendid. I did not see a disorderly act."

Major Peuchen saw about one hundred stokers come on the boat deck and saw them driven back by an officer. He described it as "a splendid act."

After helping with several boats, and as the third boat on the port side was being lowered, the quartermaster in command of her called out that he could not handle the boat with only one sailor. Some one said, "We need seamen here," and Major Peuchen stepped forward and asked if he could be of service. The captain told him to get into the boat. This he did by lowering himself by a rope to the boat, which was then thirty feet below the rail.

Major Peuchen said there were in the boat twenty women, one sailor, the quartermaster and himself, and there was subsequently found one stowaway, who appeared to be an Italian, making twenty-four in all. He said the quartermaster showed great haste, saying the boat was likely to sink. Witness thought he meant the lifeboat, but found afterward that he referred to the ship.

The quartermaster took the tiller and Peuchen an oar, a woman helping him. When they had pulled away a short distance the quartermaster ordered the rowing stopped in order that he might hear an order shouted from the ship, his attention having been attracted by the boatswain's whistle.

This order was to return and take on more passengers, but the quartermaster refused to obey, saying, "It's our lives, not theirs."

The quartermaster thought he saw a light, and decided to steer for it, although Major Peuchen did not believe it was a light, but merely some reflection or a northern light.

Major Peuchen tried to induce the quartermaster to take an oar and let one of the women handle the tiller, but this the quartermaster refused to do with much profanity. The witness described him as "brutal."

They had rowed a distance which the witness estimated at five-eighths of a mile when the ship sank, and then came the terrible wail of the drowning. The women urged the quartermaster to return, but he refused, saying, "There's no good going back there. There's a lot of stuffs there."

Major Peuchen told the women there was no use arguing with such a man, and as he had the tiller he had them at a disadvantage. "He was very profane," said the major, who added that he demanded one of the women passengers a bottle of brandy and of another one of her wraps.

CRITICISES METHODS AND LACK OF SYSTEM.

Ending his testimony, Major Peuchen asked permission to make a statement, and, this being given, he said he wished to deny emphatically every criticism of Captain Smith which had been attributed to him. He believed Captain Smith did everything in his power, and his only criticism was for the methods and lack of system of the owners of the Titanic.

Replying to a question, Major Peuchen said he believed that searchlights would have averted the disaster, and that, from his experience as a yachtsman, he also thought marine glasses in the hands of the lookouts would have aided them and might have averted the accident, as it was an unusually clear night.

The appearance of neither Third Officer Pitman nor Frank Fleet, the lookout, served to make a pleasant impression of the intelligence or fitness of the men in the British mercantile marine service. Among the notable points in Pitman's evidence was his declaration that the bulkheads which it is believed were operated from the bridge included only those in the bottom of the ship, the others being operated by hand, by use of a crank.

Pitman did not believe there was any explosion of the boilers, as the ship had been stopped for three hours when she sank, during which time the steam had been blowing off with a noise which, he said, could be heard for ten miles on a quiet night, and during that time no coal had been put under the boilers. He heard reports, but believed they were caused by the bulkheads giving away.

This theory, or one similar, was also advanced by Major Peuchen, who attributed the reports to the blowing up of the decks, as a result of the air pressure.

Pitman was placed in command of the second boat on the starboard side, and his crew consisted of one sailor, one fireman and two stewards. He said women rowed, but that they did it to keep warm. He saw the Titanic sink, and said she went down standing almost perpendicularly, nose down.

Pitman was the first witness to tell of the cries of those abandoned, which lasted for at least an hour after the ship sank. He reiterated his plea not to be compelled to speak of that, saying more than once "Please do not, sir, I'd rather not talk about that." He described it as "one long, continuous moan" and as "crying, shouting and moaning."

Pitman admitted that, although only "several hundred yards away," he did not go back or make any effort to rescue those in peril. He said he gave the order to pull back, "but the people in the boat demurred," and so he ordered the rowers to desist, idly floating until morning. He did not see anything he believed to be a ship's light.

He said he thought there were about forty persons in his boat, and admitted that he could have taken in "several more."

Replying to questions, Pitman said he did not think it safe to fill a lifeboat and then lower it. The boats were intended to be manned and lowered and then filled from a ladder.

Pitman also said that no whistle was sounded as a precautionary measure to determine the presence of icebergs, and he "did not think much of such a method." According to the Hydrographic Office, this is the most successful method employed, the echo revealing the presence and direction of a berg.

Frank Fleet, the lookout on the Titanic, was on the stand only a short time, and the only point of importance in his testimony was that the lookouts had asked for glasses, having had them on the trip from Belfast to Southampton, but they were told there were no glasses for them. He supposed the officer on the bridge had glasses.

When he sighted the berg, Fleet said, it was about the size of the two large tables in front of him, and when they came upon it it was "a little higher than the fo'castle head, about fifty or sixty feet."

Fleet said there was no lookout in the eye, that is, on the fo'castle head, that duty being entrusted solely to himself and his mate in the crow's nest. He struck three bells and then telephoned to the bridge, saying there was a berg ahead.

Fleet was the one sailor in the boat with Quartermaster Hitchens and Major Peuchen. He did not think there were more than thirty persons in that boat.

J. Bruce Ismay and P. A. S. Franklin urgently requested the committee to-day to permit them to return to New York.

In executive session after the hearing the committee declined to permit either to leave Washington until he is no longer needed. Mr. Ismay was to have been recalled to the witness chair to-day. He may be heard to-morrow, though that has not been determined.

It was decided to call no more passenger witnesses until all the British witnesses have been heard. The committee also decided to delay other important business before it until the Titanic inquiry has proceeded further.

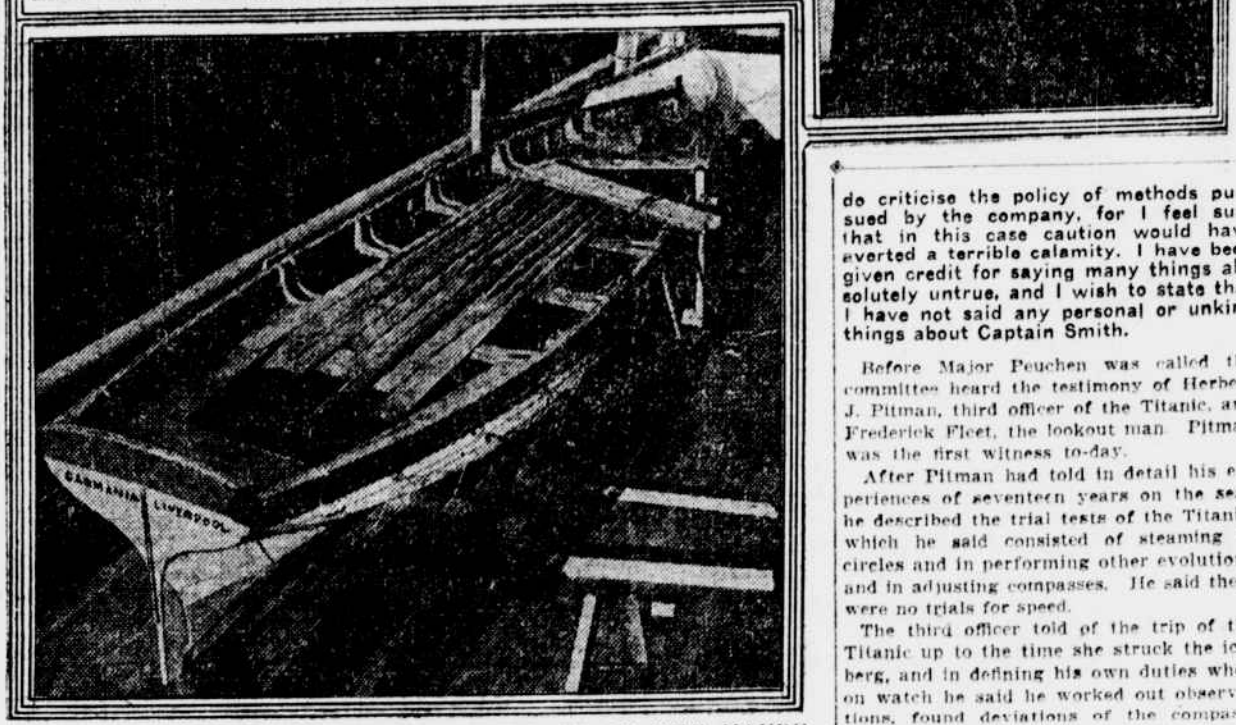
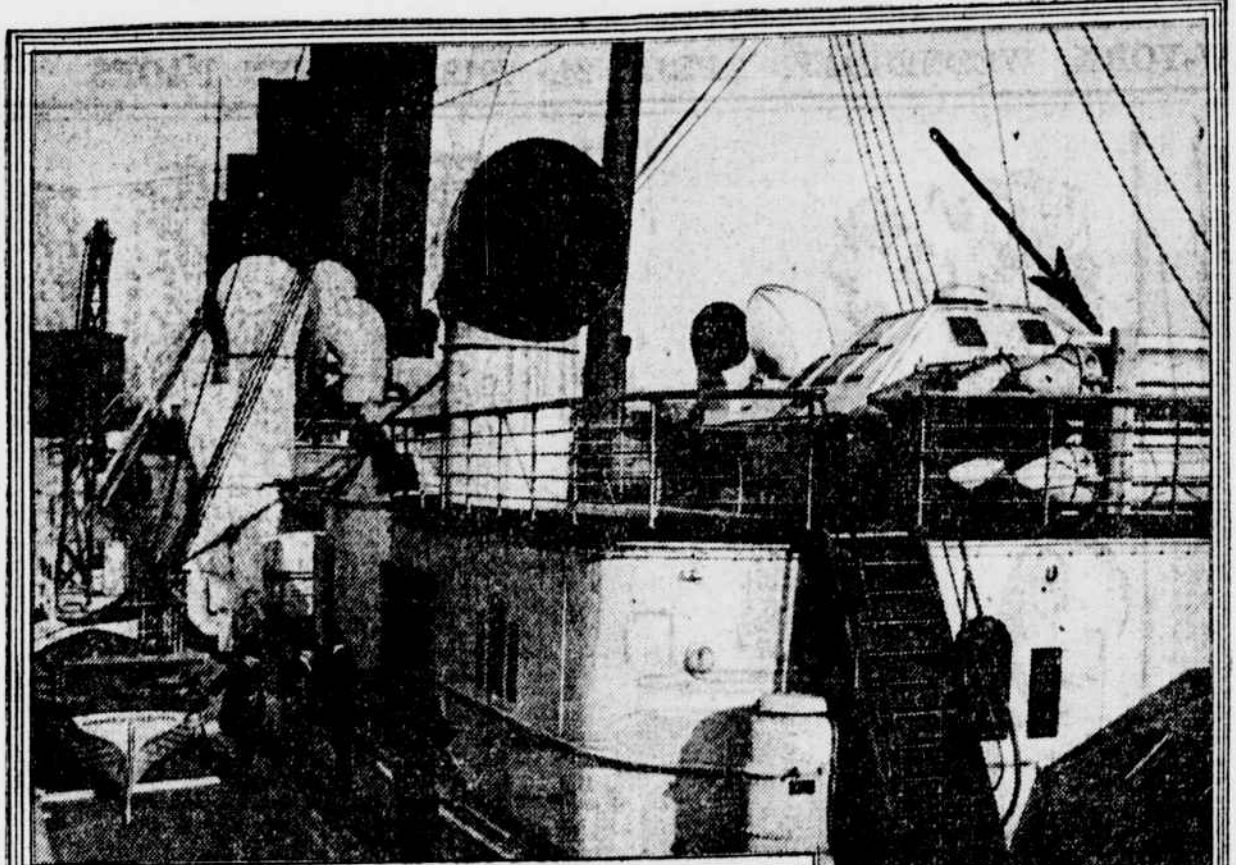
SENATORS TOLD CAUTION WOULD HAVE SAVED SHIP

Washington, April 23.—Major Arthur Godfrey Peuchen, of Toronto, the first passenger of the Titanic called as a witness by the Senate investigating committee, told the Senators to-day that he believed if the lookouts on the Titanic had been supplied with glasses the ship could have been saved from the collision with the iceberg. He also severely criticized the methods pursued by the steamship company.

That the lookouts had no glasses, although they had asked for them, was testified to by Frederick Fleet, who was in the crow's nest when the Titanic struck the

ONE EFFECT OF THE TITANIC DISASTER.

EXTRA LIFERAFTS AND LIFEBOATS PUT ON THE MAURETANIA, WHICH SAILED EARLY THIS MORNING. THE ARROW INDICATES TWO EXTRA LIFERAFTS, PLACED ON THE DECKHOUSE ON THE SUN DECK.



CARPENTERS BRACING THE EXTRA LIFERAFTS ON THE MAURETANIA. THE LIFERAFT IN THE PICTURE IS ONE BELONGING TO THE CARMANIA, OF THE CUNARD LINE.

(Photos by the American Press Association.)

was undressed when I felt a shock. I thought that more or less a large wave had struck the ship. I put on my coat and went up on deck. I met a friend, who said, 'We've struck an iceberg.' So we went up on deck and saw the iceberg from the fore part of the ship. Some ice had fallen four or five feet inside the rail.

After a few minutes I went to other friends and said it was not serious. Fifteen minutes later I met Charles M. Hays, of the Grand Trunk Pacific. I asked him, 'Have you seen the ice?' He said 'No.' Then I took him up and showed him.

"Then I noticed that the boat was listing. I said to Mr. Hays, 'She's listing; she shouldn't do that.'"

He said, 'Oh, I don't know. This boat can't sink.' He had a good deal of confidence, and said, 'No matter what we have struck, she's good for eight or ten hours.'"

Lifeboats Ordered Out.

"I went back to the cabin deck and met men and women coming up looking very serious. I met my friend Beattie, and asked him what was the matter. Beattie said to me, 'The order is for the lifeboats. It is serious.'"

"I couldn't believe it at first, but went to my cabin and changed to some heavy clothes."

The witness said when he got on deck the boats were being prepared for lowering on the port side.

"The women came forward, one by one, many accompanied by their husbands. They would only allow women. Men had to stand back. The second officer stood there, and that was the order enforced. No men passengers got in that boat."

"Did you see any man attempt to get in?" asked Senator Smith.

"No. The boat was safely lowered. There were about thirty-six or thirty-seven persons in it. Then we turned to the next boat. I was surprised that the sailors were not at their posts, as they should have been. I have seen fire drills, and the action of the sailors did not impress me. They were short of sailors around the lifeboats where I was."

"When I came on deck first it seemed to me that about one hundred stokers came up with their gunny sacks and crowded the deck. One of the officers—a splendid man—drove these men right off the deck. He drove them like sheep."

"When he got to the next boat a quartermaster and sailor were put in, and the boat was then filled with women. We called out for more women, and some would not leave their husbands."

Major Peuchen said he got into the lifeboat by sliding down a rope from the deck. "Captain Smith," he said, had told him to break out at port light and get into the boat that way, but the major did not think that feasible.

Made a Woman Row.

Major Peuchen said the quartermaster in charge of the lifeboat made a woman row while he held the tiller, steering for a light which the major declared did not exist so far as he could see. The quartermaster refused to turn about and attempt to pick up survivors, said the witness.

"Then we began to hear signs of the breaking up of the Titanic," said Major Peuchen. "We heard a sort of a call for help after the whistle, then a rumbling sound. I think the Titanic's lights were still on. Then there was an explosion, then another. Then the lights went out, and then those dreadful cries. It frightfully affected all the women in our boats. At first it was horrible to listen to. But the sounds grew fainter and fainter. I think we were about five-eighths of a mile away."

The major did not see the vessel sink, but his theory was that the explosion was above water, caused by the heavy pressure when the boat started to dive down by the head.

"How many explosions were there?" asked Senator Smith.

"About three; but I was excited."

"Did you see the captain after he told

you to go below and get through the window into the lifeboat?"

"No, I never saw him after that."

"Did you see him before the accident?"

"I think I saw him about 7 o'clock in one of the companionways."

"Do you think he was attentive to his duties?"

"Yes, I do."

Major Peuchen said the lifeboat he was in was equipped with everything required. Some of the boats, he heard, were not sufficiently equipped with food. When he got on the Carmania he examined several lifeboats and found they had lights, hard tack and water.

"Did the women row in the boats?"

"Yes, and they were very plucky about it, too. They worked with a will. One helped me until she became ill from the hard work and was forced to cease."

"Do you know who those women were?"

Major Peuchen said Miss E. A. Norton, of Acton Lane, London, Mrs. Walter Clark of Los Angeles, Mrs. Lucien R. Smith, of Huntington, N. Y., Mrs. Cavendish, of New York, Mrs. Walter Douglas, of Minneapolis, and Mr. and Mrs. G. R. Burnham, of Denver, were among others in the boat, several of whom handled oars.

Major Peuchen said the impact when the Titanic hit the iceberg was so slight that some of the passengers were not awakened. He said no alarm was sounded. Two young women whose staterooms were close to that of Colonel John Jacob Astor were awakened by Mrs. Astor, who led them on deck.

"Did you see Mr. Ismay that night?" asked Senator Smith.

"I think I did. He was standing on the port side on the boat deck about an hour after we struck. I did not see him again until he came aboard the Carmania."

Room for More in Boats.

The major said there was still room in some boats which left from the port side and he could not understand why more men were not taken off.

"The Carmania steamed all around the scene of the wreck and we did not see a single body," the major said. "It seems strange to me, as I should think the lifeboats would have held bodies up, dead or alive, for four or five hours."

He said he was certain that none could have lived in the icy water more than an hour.

"Several who were on the overturned boat and were rescued and who had their feet in the water," he said, "kept themselves alive by clutching each other. Their feet were frozen."

Several Senators asked if the fact that there was no general alarm sounded after the collision might account for the failure of many women to appear on the decks in time for the lifeboats. The witness thought that probable.

Major Peuchen told the committee he thought that if the lookouts on the Titanic had had glasses the ship might have been saved from the collision.

"Did you talk with Fleet, the lookout, who was in your lifeboat?" asked Senator Smith.

"Yes, I asked him what occurred. He said he rang three bells and then signalled to the bridge. He said he didn't get immediate reply from the bridge, and I heard afterward that the bridge officer was not required to make a reply. The quartermaster asked Fleet in the lifeboat if he knew who was on the bridge when he signalled and Fleet said he didn't."

"From what you observed, was there proper discipline on the part of the crew in loading the lifeboats?"

"Those of the crew that I saw working in lowering and filling the boats couldn't have been better, but they were too few. I was surprised not to see more sailors at their stations, and also surprised that more people were not put in the boats."

The men had no practice, the witness said. The men of the crew had told him. Just before leaving the witness chair, Major Peuchen read a statement in order to make clear his attitude, as follows:

I do not criticize Captain Smith, but I

"No, sir. If he did, I think he's mistaken."

When the Titanic Struck.

The witness said he left his cabin about 11:30 Sunday night, just after the collision. "There was very little impact," Pitman said. "I was half asleep and half awake, and I wondered, sleepily, where we were anchoring. I walked out on deck after three or four minutes and said nothing. Then I returned, lighted my pipe and dressed leisurely, for it was near time for my watch. Just as I finished dressing Mr. Boxhall came up and I asked him what was the matter. He said: 'We have struck an iceberg.'"

"I went on deck again and met Sixth Officer Moody. I asked him if he had seen the iceberg and he said 'No,' but there was ice on his deck. To satisfy myself, I went forward and saw ice. Then I walked back and saw a flock of swimmers coming up."

"I asked what was the matter. They said, 'There's water in the hatch.' I looked downward and saw water flowing over the hatch. Then I went up on deck and met a man in a dressing gown, who said to me, 'Hurry, there's no time for fooling.' Then I went to the boats."

"Did you know who that man was?"

"Not then. I do now."

"Who was it?"

"Mr. Ismay. Later this man told me to get the women and children in the boats. I lowered one of them. Mr. Ismay came to the boat and helped me. I put in quite a number of them and a few men. Then I called for more women, but there were none to be seen. Then I stepped back on the ship again, and Officer Murdoch told me to get in the boat and row around to the after gangway. I thought that was the thing to do, because I expected to bring all of the passengers back to the ship again."

"Were the passengers reluctant to get into the boats?"

"Well, no, sir."

The witness said that just before the boat pulled away Murdoch leaned over and shook hands with him and said: "Goodbye and good luck, old man."

"I pulled away," said Pitman, "intending to remain near the ship in case wind should spring up."

There were five members of the crew on the lifeboat commanded by Pitman, who

testified that he carried forty of the passengers.

He acknowledged that his boat did not have lights, although the regulations of the British Board of Trade compelled it. Pitman said the women behaved "splendidly," and that all of them wanted to help in rowing to keep themselves warm. He said his boat was some distance from the Titanic when she went down.

"How did she sink?" asked Senator Smith.

"She settled by the head, and then, suddenly, she went on end and dived right straight down." He illustrated with down-pointed fingers.

"Did you hear any explosions?"

"Yes, sir, four. They sounded like big guns in the distance."

"What were these explosions?"

"I think they were the bulkheads, sir. The explosions followed the dive of the ship almost immediately."

"They did not explode, then, until the ship was submerged?"

"No, sir."

"Do you believe the boilers exploded?"

"I do not, and I was near enough to the ship to know."

Pitman said he last saw Captain Smith when he went to the bridge and asked the captain if he should fill No. 5 boat with women. Smith's reply was, "Carry on."

Made No Effort to Save Others.

Pitman was asked if he heard any cries of distress, and said he heard cries, shouting and moaning from the water.

"How far away were the cries from your lifeboat?" Senator Smith asked.

"Several hundred yards, probably, some of them. I told my men to get the oars and pull toward the wreck that we might be able to save a few more. The people in my boat demurred. They said it would be a mad idea."

"Did any one in your boat urge or appeal to you to go back toward the wreck?"

"No, not one."

"Did any woman urge you to go back?"

"No."

"Who demurred; the men with the oars?"

"Oh, no; they obeyed my orders, and all the passengers said it was a mad idea to go back, that we should add another forty

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